he depleted buffer stock of rice on account of heavy drawals necessitated by the severe drought of 1987-88.

(c) and (d) During 1989-90, a quantity of 5.24 lakh Metric Tonnes of rice has been imported against contracts signed during July to September, 1989 1.04 lakh M.T. from Thailand and 4.20 lakh M.T. from Vietnam. The Govern-_ment have also accepted the proposal of the Government of Vietnam to repay about 44,980 M.T. o*f* rice against the Food Loan, which is likely to be received during 1990-91. Besides this, there is at present no proposal to import further quantities of rice from anywhere.

Procedure for workers' participation in Management

520. SHRI S. S. AHLUWALIA: Will the Minister of LABOUR *be* pleased to state:

(a) whether it is a fact that Government have finalised necessary procedures to ensure participation of workers in the Management;

(b) if so, the procedures alongwith the time-frame for implementation of this policy; and

(c) whether, besides public sector units, there would be any statutory provision for the private undertakings to implement this policy?

THE MINISTER OF LABOUR AND WELFARE (SHRI RAM VILAS PASWAN)- (a) to (e) A proposal to make the scheme of workers participation in management for public as well private sector statutory is under consideration of the Government.

Augmenting of Rail Facilities in Bihar during Eighth Plan period

521. SHRI S. S. AHLUWALIA : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any pro posal under Government's consi deration for augmenting rail faci lities in Bihar State during the Eighth Five Year Plan period; and

(b) if so, what are the details theeof?

THE MINISTER OF RAIL WAYS (SHRI GEORGE FER NANDES): (a) and (b) Following Railway Development Schemes in Bihar world be in progress during Eighth Plan :----------

Name of Project	Length (in Km.)	Cost (Rs. Crores)
1	2	3
I. NEW LINES		
1. Bagaha-Chhitauni (Restortion) (partly in U.P.)	28	129 43
ll. GAUGE CONVERSIONS		
1. Samastipur-Darbhanga.....	38	26.02
2. Chhapra-Aunrihar (mostly in U.P.)	171	85.13

1	2	3
III. DOUBLINGS		
1. Kiul-Jamalpur-Bhagalpur	75	32.30
2. Sahibganj link cabin-New Farakka-Malda Town (50 km) (partly in W.B.)	54	37·73
3. Sigsigi-Bagha Bishnupur	79	50·28
4. (i) Pitaunjia-Samstipur-Ujiarpur &		
(ii) Bachhwara-Barauni	33	23.43
5. Ujiarpur-Bachhwara	25	16·19
6. Siho-Ramdayalunagar	24	20·32
7. (i) Kumedpur-Barosi.		
(ii) Dhulbari-New Jalpaiguri (parttly in West Bengal)	81	72·99
8. (i) Barsoi-Dalkolha (partly in W.B.)		
(ii) Dhulabari-Aluabari (partly in W.B.)	34	24·40
9. Third line with bi-directional Signalling between Sonnagar and Mughal Sarai and a fly-over from Down Grand Chord to CIC section at Sonnagar (partly in U.P.) (Proposed in 1990-91 Budget)	124	165
10. Dalkola-Kishanganf (Partly in Bihar) (Proposed in 1990-91 Budget)	28	21
IV. TRAFFIC FACILITIES		
1. Gaya-Mughalsarai Section-Augmentation of sectional capacity	..	8·41
2. Barwadih-Development of Depot Yard in North Karanpura area	..	19·09
3. Mokamah-Patna-Ara-Buxar section– Augmentation of sectional capacity Ph. I (A)	..	11·99
4. Patna-Gaya section-Augmentaton of sectional capacity Ph. I(A)	..	6·72
5. Gaya-Manpur section 3rd line (Proposed in Budget of 1990-91)	..	3·72